



TRAM PLUS

Sustainable development in the context of an urban transport project in Wrocław

PROJECT OUTLINE

The Wrocław Tram project is an urban transport link with a dedicated right of way.

STAGE 1 (Preliminary Design)

The studies for a new tram line were preceded by a baseline study that enabled the development of the project's "sustainable development profile". The aim is to determine the needs of a modern society in areas of:

- > economic (effectiveness of investment, land-use planning, global cost, etc.);
- > social (safety, comfort, living environment, needs for mobility in viable conditions, etc.);
- > environmental (respect for the natural environment, global warming, resource management, etc.).

STAGE 2 (detailed design)

Egis proposed design principles that favour territorial mobility at the city and local area levels, by optimising the spaces shared by tram users:

- > integration of a centralised system for operational management via appropriate electronic information modules;



- > well-situated convenient equipment;
- > areas designed for people with reduced mobility;
- > surfaces carefully prepared with durable materials;
- > well lit areas where everyone will feel safe.

Egis has adopted modern and environmentally sound solutions for the alignment and road surfacing designs:

- > creation of a green corridor by grassing in project area;
- > preservation of biodiversity: tramway above the Sleza River Valley ensuring the connectivity of the ecological corridor.

STAGE 3 (construction and operation)

Egis proposed specific solutions to make the work site as unobtrusive as possible and to maintain the existing traffic circulation:

- > limitation of construction impacts;
- > priority given to public transport during the works;
- > fluidity of car traffic.

>> Focus on

Sustainable Development - CSR

Implementation of Action Programme

ACTION 1

Start of design work with use of presentation drawings and 3D animations strengthening of measures to make the project transparent.

Value added:

- > support from stakeholders and the population in terms of public consultation.

ACTION 2

Selection of low-floor, bi-directional, modern rolling stock

Value added:

- > reduced energy consumption;
- > quieter rolling stock;
- > better passenger comfort and safety;
- > increased attractiveness of public transport.

ACTION 3

Optimisation of the geometric design to define solutions best fitted to actual traffic needs.

Value added:

- > guaranteed circulation of trams independent of road traffic/no conflict between tramways and roads, enabling optimised tram movements during peak periods [1];

- > guaranteed connections between trams and other forms of public transport (train, bus) thanks to appropriate access design;
- > guaranteed connectivity of ecological corridors by management of existing infrastructure alignments (trams, trains, etc.).

ACTION 4

Choice of track structure using flexible fixings and continuous rail in a grassed corridor to respond to actual needs.

Value added:

- > reduction of noise and vibration from the circulation of trams;
- > integration of the project and the revalorisation of nature in the city;
- > high quality urban development [2].

ACTION 5

Dynamic traffic management

Value added:

- > higher cruising speeds for public transport and coordination of timetables;
- > the tram always has right of way at all intersections



ACTION 6

Biodiversity

Value added:

- > compliance with requirements for the ecological corridor close to the river [3],
- > type of grass chosen for its low watering requirement [4].

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